

From: [SCHWARZ Charles](#)
To: ["Piesch, Curt \(ECY\)": Walstead Keelan, Faye; davidb@hydroconllc.net; chuiard@spaceagefuel.com; jkluken@spaceagefuel.com; john_berger@nwffenviro.com; shiloh_mcconnell@nwffenviro.com; csisk@nrcc.com; GREENBURG Michael J; THOMS Bryn; brom@critfc.org; Franklin, Richard](#)
Subject: Space Age Truck Release I-84 Diesel Spill - status of highway closure, weigh station contact
Date: Wednesday, February 13, 2019 11:39:21 AM
Attachments: [ATT00001.txt](#)

ODOT Region 1 Management is aware of the request to close I-84 for diesel cleanup and is taking that under consideration. I-84 is closed now between Cascade Locks and Hood River and ODOT efforts are on clearing traffic and opening lanes. A closure that would allow for spill cleanup tomorrow is not likely but still possible. I will update again before 4 PM.

The Motor Carrier supervisor for the weigh station at MP 54 is Karla Tackett at 541-645-0085. I have tried to get through to her. Please feel free to contact her if needed.

*Charles Schwarz, RG
ODOT Region 1 HazMat Coordinator
123 NW Flanders St.
Portland, OR 97209
503-731-8290*

From: Piesch, Curt (ECY) [mailto:cupi461@ECY.WA.GOV]
Sent: Wednesday, February 13, 2019 8:13 AM
To: Walstead Keelan, Faye; davidb@hydroconllc.net; chuiard@spaceagefuel.com; jkluken@spaceagefuel.com; john_berger@nwffenviro.com; shiloh_mcconnell@nwffenviro.com; csisk@nrcc.com; SCHWARZ Charles; GREENBURG Michael J; THOMS Bryn; brom@critfc.org; franklin.richard@epa.gov
Cc: Piesch, Curt (ECY)
Subject: RE: This evening Conference Call - Space Age Truck Release I-84 Diesel Spill
Importance: High

Hi Faye:

Thank you for developing a robust HAPS and providing us a copy. I like the organization of the Action Level section. Very good section E. CHEMICAL HAZARDS description. This is one of the most important aspects of the HASP. This area is sometimes an area I find unsatisfactory when I review HASP's and I like the layout of yours – good job.

I really am concerned with the on-site evaluation that was briefed in both Conference Calls yesterday referencing the speed of the traffic on the active lanes (solved by complete I-84 closure, or Pilot Vehicles and/or very specific HASP indication of how close workers are allowed to be with regard to active lanes of traffic, & use of Traffic Spotters). I am particularly concerned about the briefing about the semi-truck traffic in the Weigh Station area. Complete closure of the weigh station area to me seems like a priority particularly since ODOT is not using the scale house. I understand that semi-truck traffic needs pre-warning that this location will be closed however today I will be looking forward to hearing why that isn't occurring. If Safety of the Responders and Public is our top Objective, then we may not be doing our workers justice. Or we need another Staging Area.

Also, be aware, if you dial 911 along the lower Columbia River, sometimes you will get a **Washington**

State 911 Operator and sometimes you will get an Oregon 911 Operator. Please communicate this to your Safety Officer and Supervisor whom may need to use 911. They must “immediately” determine if they have the correct 911 Operator so that they can either proceed or be quickly transferred (they can transfer you).

Couple questions and a few “recommendations to the HASP”:

- I know that the product is diesel. What is the air monitoring intervals (continuous (I suspect not) or periodic) and are you providing written documentation of on-site air monitoring reading on-goings?
- What is the Plan for keeping air monitoring equipment recharged and always ready?
- You indicate on page 5 Dosimeter action levels, are you taking and recording actual Dosimeter sound levels & how often?
- Can we get an EXACT site location description? A site description that if you contact 911, a Response Agency knows how to send Emergency Personnel to the location.
- Do you have a “warm-up station” in the event someone falls into the lake and gets wet or otherwise indications on hypothermia are detected? Are workers informed to watch out for each other with regard to hypothermia (Buddy System)?
- Can we get an email copy of the attachments referenced on Page #7 for our files?
- Can you make-up a simplified Organization Chart indicating On-Site worker Chain-of-Command and add this as an attachment? Just a simplified one for each organization (company) present or just one person so Employee’s working the site know exactly who to contact in the case of a safety emergency. I know you are working in Oregon. In Washington this is a legal requirement and a good requirement. Generally staff contact their immediate supervisor, then this supervisor needs to know exactly whom to contact. Is it Tom Siener or Tom Vroman or? I am looking for a specific ON SITE SAFETY OFFICER. Thoughts?
- Can we get a Task #5 & #6 to indicate on-water cleanup activities & associated safety risks and on-land cleanup activities & associated risks.
- Where on-site is a copy of the HASP available to employee’s working the site?
- Are you keeping copies of each day’s morning Tailgate Safety Briefing & providing input into those daily briefings as the site and conditions change?
- Is there a site diagram? If so does the site diagram indicate Hot Zones (if any) and an explanation of how far to stay away from an “Active Traffic Lane”?
- Page # 2 Highway/Street Traffic should indicate: “Work from curb side and be aware of street traffic. High Visibility clothing **MUST** be worn in compliance with DOT Regulations” Please substitute “should’ with “must”.
- Do you have a visual and audible warning system or good Communications Plan in the event you need to Stop Work and have employee’s gather in one location (Evacuation Route)? This is just a recommendation.
- How are staff being provided drinking water?

Faye thanks again for providing this HASP.

The above are my recommendations. I KNOW you are very busy so I wanted to review the HAPS and provide additional review so staff are safe during this difficult spill response activity, as us in the Unified Command really care for the safety of all the staff working this site...

Sincerely;

Curt Piesch
SWRO Spill Response Team
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From: Walstead Keelan, Faye <BWalsteadKeelan@ene.com>

Sent: Tuesday, February 12, 2019 6:36 PM

To: Piesch, Curt (ECY) <cupi461@ECY.WA.GOV>; davidb@hydroconllc.net;
chuiard@spaceagefuel.com; jkluken@spaceagefuel.com; john_berger@nwffenviro.com;
shiloh_mcconnell@nwffenviro.com; csisk@nrcc.com; charles.schwarz@odot.state.or.us;
michael.j.greenburg@state.or.us; bryn.thoms@state.or.us; brom@critfc.org;
franklin.richard@epa.gov

Subject: RE: This evening Conference Call - Space Age Truck Release I-84 Diesel Spill

Curt,

I have attached the HASP that we put together, it is being utilized by the site personnel currently.
NWFF will update this as a plan for roadside cleanup comes together.

Regards,

Faye

From: Piesch, Curt (ECY) <cupi461@ECY.WA.GOV>

Sent: Tuesday, February 12, 2019 6:14 PM

To: Walstead Keelan, Faye <BWalsteadKeelan@ene.com>; davidb@hydroconllc.net;
chuiard@spaceagefuel.com; jkluken@spaceagefuel.com; john_berger@nwffenviro.com;
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michael.j.greenburg@state.or.us; bryn.thoms@state.or.us; brom@critfc.org;
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Cc: Piesch, Curt (ECY) <cupi461@ECY.WA.GOV>

Subject: This evening Conference Call - Space Age Truck Release I-84 Diesel Spill

Importance: High

Hi:

Also, consider working on the ICS 201 and emailing it out. More importantly, the Site Safety Plan as I heard a lot of safety issues. If safety of the Responders & Public is our most important Objective, then we owe it to the Responders to have that robust Site Safety Plan. Perhaps this is work that can be completed on-site, in a vehicle or Command Post during the day tomorrow...

Below is the link to the NWACP, Chapter 9203 has the TEMPLATE for the Regional Approved Site Safety Plan:

<https://www.rrt10nwac.com/nwacp/>

Please confirm that daily sampling is taking place as discussed earlier today. Daily as long as there is discharge to Lindsey Lake, as I understand at the two locations agreed upon.

Thanks everyone for their hard work. I know conditions are difficult.

Be safe!

Sincerely;

Curt Piesch
SWRO Spill Response Team
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From: Piesch, Curt (ECY) <cupi461@ECY.WA.GOV>

Sent: Tuesday, February 12, 2019 5:28 PM

To: Walstead Keelan, Faye <BWalsteadKeelan@ene.com>; davidb@hydroconllc.net;
chuiard@spaceagefuel.com; jkluken@spaceagefuel.com; john_berger@nwffenviro.com;
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Cc: Piesch, Curt (ECY) <cupi461@ECY.WA.GOV>

Subject: Traffic Control Flagger Resources

Importance: High

Traffic Control/Flagging/Flagger Resource List:

C.O.A.T Flagging, LLC (Chick Of All Trades)	Traffic Flaggers	(503) 467-6386 Dispatch: (503) 320-4322 (use this #) Email: info@coatflagging.com Email: Dispatch@coatflagging.com 2711 SE Milwaukie Portland, OR 97202
D & H Flagging, Inc.	Traffic Flaggers	(503) 232-2488 1621 Paradee Street Portland, OR 97202 Jeff Davis (503) 232-2488 jeff@d-hflagging.com
K & D Services Traffic Management	Traffic Flaggers	1-866-880-2279 or (503) 723-7287
NW Traffic Control 12005 Northeast Marx St Portland, OR 97220	Traffic Flaggers	In Oregon: (503) 262-6500 In Washington: (360) 604-5655 Toll-Free: (800) 783-9733

From: Walstead Keelan, Faye <BWalsteadKeelan@ene.com>

Sent: Tuesday, February 12, 2019 4:48 PM

To: davidb@hydroconllc.net; chuiard@spaceagefuel.com; jkluken@spaceagefuel.com; john_berger@nwffenviro.com; shiloh_mcconnell@nwffenviro.com; csisk@nrcc.com; charles.schwarz@odot.state.or.us; Piesch, Curt (ECY) <cupi461@ECY.WA.GOV>; michael.j.greenburg@state.or.us; bryn.thoms@state.or.us; brom@critfc.org; franklin.richard@epa.gov

Subject: Space Age Fuel Update Call

Due to changes in the plan discussed earlier today, we would like to conduct another conference call at 5:15 p.m. with the same call-in information as earlier today. It is annotated below in the event that you do not have it.

(b) (6)	Call Number
(b) (6)	Access Number

Faye Walstead Keelan, *Environmental Scientist*

START Contractor

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